

WAAS CH 72913 W17A	APP CRS 185°	Rwy Idg 10000 TDZE 90 Apt Elev 96
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RNAV (GPS) RWY 17R

ORLANDO INTL (MCO)

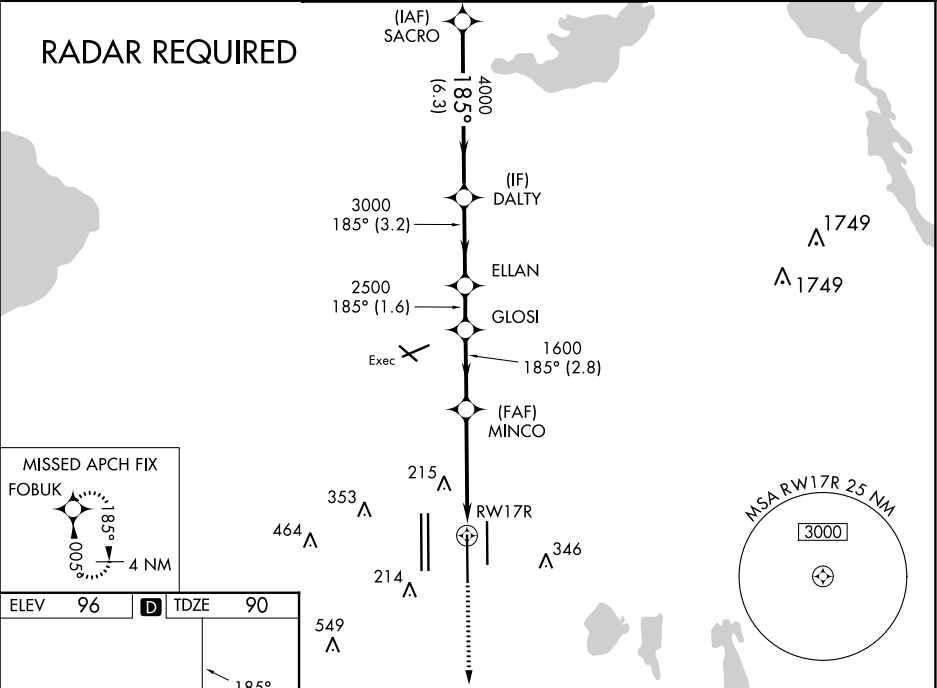
RNP APCH-GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1° C or above 54° C.
Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Simultaneous approach authorized with Rwy 17L and Rwy 18L, or Rwy 17L and Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM.

ALSF-2

MISSED APPROACH:
Climb to 3000 direct
FOBUK and hold.

D-ATIS ARR 121.25 DEP 120.525	ORLANDO APP CON 124.8 307.0	ORLANDO TOWER 118.45 253.5 (Rwys 17L-35R, 17R-35L) 124.3 253.5 (Rwys 18L-36R, 18R-36L)	GND CON 126.4 (East) 121.8 (West)	CLNC DEL 134.7 341.7	CPDLC
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ELEV 96	D	TDZE 90	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).				3000	FOBUK
			GP 3.00° TCH 53					
			SACRO DALTY ELLAN GLOSI MINCO RWY 17R					
			4000 185° 4000 3000 2500 1600 1.6 NM to RWY 17R					
			6.3 NM 3.2 NM 1.6 NM 2.8 NM 2.9 NM 1.6 NM					
			CATEGORY	A	B	C	D	
			LPV DA	290/18		200 (200-½)		
			LNAV/VNAV DA	526/50		436 (500-1)		
			LNAV MDA	660/24 570 (600-½)		660-1¼ 570 (600-1¼)		
			CIRCLING	740-1 644 (700-1)		740-2 644 (700-2)		